

The Washington Times

WASHINGTON, MONDAY, AUGUST 25, 1919.

FOR GENERAL HOUSEWORK

and all around household duties, you'll prefer the type of maid who answers Times

HELP WANTED ADS.

SECTION TWO.

FORCE DETAIL SALES BY FARMERS

Plan to Make Stall Holders At Produce Market Sell in Small Quantities.

George M. Roberts, superintendent of weights and measures for the District, will present to the District Commissioners today a plan whereby consumers may make purchases at the Farmers' Produce Market, Twelfth and B streets northwest, and receive the advantage of buying food in small quantities at wholesale prices.

At present this market is virtually a wholesale establishment. The farmers sell their goods only in large quantities to retail dealers. This makes it impossible for the basket buying public to make purchases at the market.

The farmers pay 20 cents a day for a stand at the market. Although no licenses are required, the Commissioners have the right to refuse space to the farmers.

Would Regulate Sales. It is Mr. Roberts' plan to have the Commissioners regulate the quantity to be sold. Mr. Roberts wants the farmers to sell in quantities small enough for the consumer to purchase without inconvenience to the pocket-book.

He plans to have the Commissioners rule that the farmers must sell, if requested, in certain small quantities. If the farmer refuses to sell in small quantities then the Commissioners will refuse the farmer space in the market.

If Mr. Roberts' plan is acted upon by the commission, the basket buying public will be able to buy food at a price much lower than is charged in other markets throughout the city.

Will Cut Grocers' Profit. This will necessarily cut out the profit of the grocer. If the grocerman has been making five or ten cents profit by this new plan the consumer will save this money.

Of course, Mr. Roberts does not want the commission to make a rule whereby the grocerman will suffer considerably. The quantity will not be as low as sold in retail markets.

Mr. Roberts is hopeful his plan will be acted upon before the end of the week, so that the basket buying public may visit the market this Saturday.

The first fair margins of profits list of the Fair Price Association, which was organized last week to eliminate profiteering in foodstuffs in the District, is expected to be issued some time this week.

The fair price committee, under the direction of former District Food Administrator Clarence B. Wilson, has been working on a fair price list for foodstuffs, excepting meats, of a nature similar to that issued by the District Food Administration during the war.

A definite plan for defining fair margins on meats has not yet been worked out. The "blackboard plan" of dealers chalking the prices for different cuts of meats on a blackboard in front of their stores, may be revived, it was said.

It is expected that the fair-price committee may enlist the aid of the Bureau of Markets in establishing fair margins on market produce. This would allow the committee to devote all of its attention to the other foods.

Representatives of District labor and civic organizations, who organized last week the Citizens' Buying and Distributing League, will meet Wednesday night to elect officers. It is expected also that plans for enlisting wide co-operation in the District will be discussed.

FOOD SALE BY MAIL

D. C. THIS WEEK

Order Blanks to Be Given Out to Housewives By Letter Carriers Today.

Washington housewives will receive order blanks for army surplus food tomorrow or Wednesday, and food distribution will be under way in this city by Saturday, Assistant Postmaster Kerlin announced today.

Although the entire consignment of 80 car loads of food has not reached the city, Mr. Kerlin indicated today that he would not wait until all the food had been received.

Order blanks for food will also be on hand in the postoffice stations throughout the city, it was stated today. Letter carriers will distribute food to housewives.

The last consignment of food received by the War Department came last Saturday. It was a huge amount of maccaroni, the exact amount post-office officials have been unable to learn.

"We are clearing up details of the distribution today," said Postmaster Kerlin, "and we hope to be ready to begin real work by tomorrow."

CELEBRATION FOR PERSHING TAKING SHAPE

Seats in Front of Reviewing Stand at White House to Be Sold Public.

Plans for the welcoming celebration to be accorded General Pershing and the First division when they arrive from overseas next month are rapidly nearing completion, according to Col. Robert N. Harper, of the District committee on arrangements.

Within two weeks, Colonel Harper said today, work will be started on the two gigantic triumphal arches—one to be erected on Pennsylvania avenue in front of the White House and one on Jackson place. Both sides of the Avenue in front of the White House will be lined with reviewing stands.

The seats in the stands on the north side of the Avenue will be sold to the public, Colonel Harper said, to aid in defraying expenses of the celebration.

While September 10 has been set as a tentative date for the parade, Colonel Grant, of the War Department, explained this morning that this date is contingent upon the arrival of the division from overseas.

Arrangements for handling the equipment of the division are being made by the War Department. Colonel Grant has announced that this equipment will be placed on exhibit for the benefit of the public.

The various welfare organizations, such as the Knights of Columbus, the Y. M. C. A., the Jewish Welfare Board and the War Camp Community Service are formulating plans for the care of the division.

PROTEST DISMISSAL WITH SHORT NOTICE

U. S. Employees' Union Head Rebukes Shipping Board for Discharging 160.

Protest against summary closing of the Division of Planning and Statistics of the Shipping Board on August 30 and the consequent dismissal of 160 employees with only a little more than a week's notice, has been filed with Chairman John Barton Payne, of the Shipping Board, by W. Carson Ryan, Jr., president of Federal Employees' Union No. 2, of this city.

In his letter to Chairman Payne, President Ryan says: "On August 22 employees of the Division of Planning and Statistics of the Shipping Board, about 160 in number, received notice that the division would be abolished and their services would no longer be required after September 1."

"This is less than ten days' notice, and I cannot believe the action was carefully considered. I am writing, therefore, to request you to reconsider your decision in this case and extend the date of discontinuance to September 15, so that the employees may have time to look about for new positions. Responsible commercial firms would give at least a month's notice in such cases, but I believe the employees will be satisfied if the time is extended as I have indicated, to September 15."

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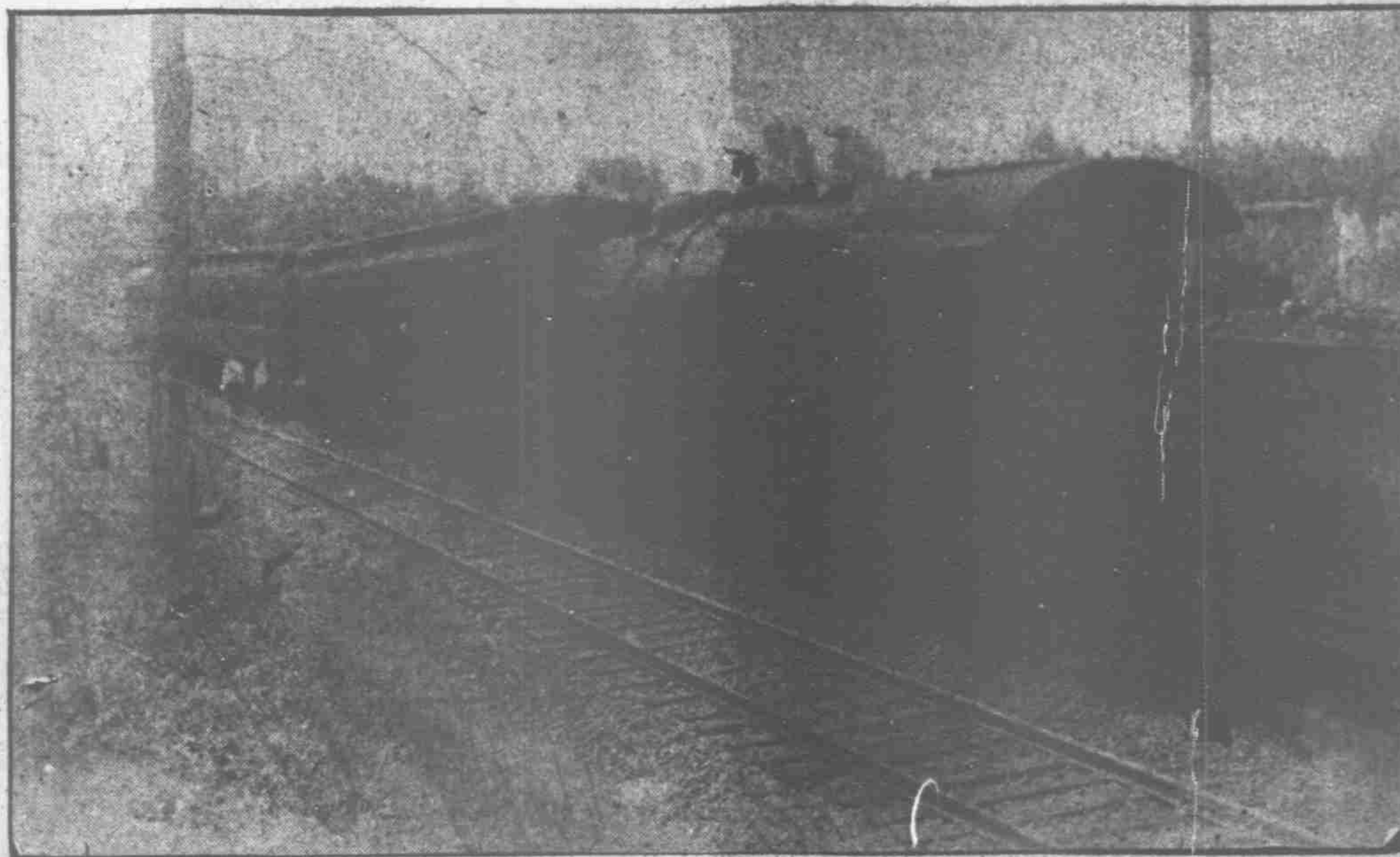
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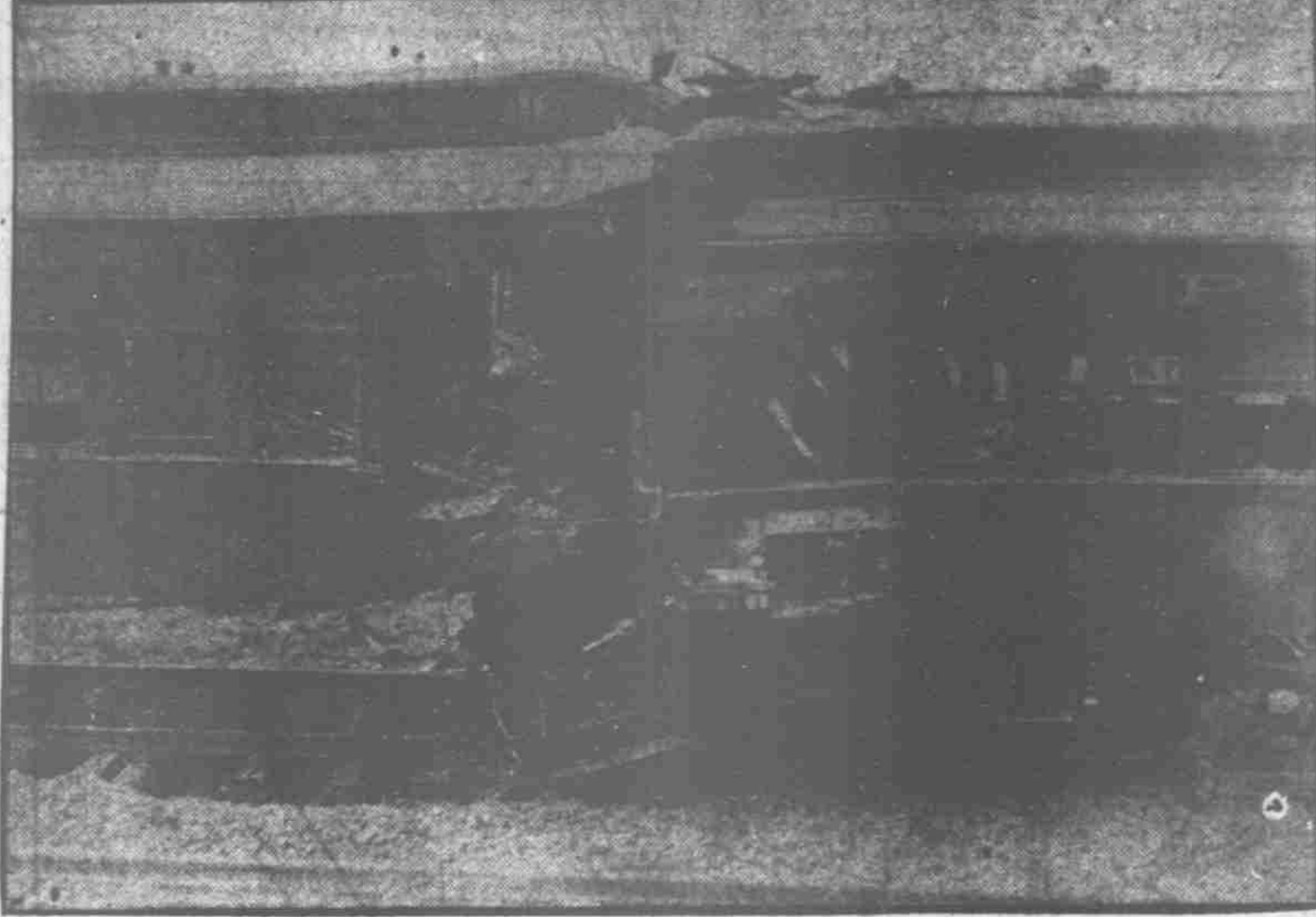
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First Pictures of D. C. Excursion Train Wreck Near Atlantic City



—Photo by Atlantic Photo Service.



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The upper picture shows Engine No. 5643 a few hours after it had plowed into Section 9 of the Atlantic City excursion train, containing more than 600 persons, at Elwood, N. J., early yesterday morning. The engine is standing just as it struck the preceding train, and it can be seen how the crash caused the telescoping of the forward coaches. It was in the first coach that Otis W. Wathen, of 810 G street southeast, met his death.

The lower picture shows the wreckage of two of the day coaches.

Heroism of Dying Man After Train Collision Is Described by His Mother

Despite his suffering while dying, Otis Wathen the young man who was killed yesterday in the wreck of the Washington-Atlantic City excursion train, at Elwood, N. J., called to his young wife, and stifling his groans of pain, said: "Kiss me, I am dying."

Then removing his scarf pin and giving the return excursion tickets to his wife, Wathen heroically prepared for his death.

Thus Mrs. Emma Penn, 308 E street northeast, who was on the train at the time of the accident, described today the last moments of her son's life.

"My boy seemed to have a streak of misfortune," she said. "Odie just about one year ago was badly hurt in a wagon accident, and before that he was taken seriously ill with the influenza."

Worries Over Widow. Mrs. Penn, suffering from the shock of the wreck and the death of her son, lamented more the condition of her young daughter-in-law than her own bereavement.

"Alice is in a very nervous condition," she explained, "and I only hope that she will pull through all right. The doctor says that she is merely suffering from the shock."

It was reported that Mrs. Penn was bruised about the limbs, but she was able to get about her home today. The young man who was killed was one of seven brothers. One of the brothers died recently, and five brothers, a sister, his mother, and a brother survived the dead man.

Persons who were with the young man at the time of the wreck told of how young Wathen struggled for life, despite the fact that the flesh of his lower limbs was entirely torn away from the bones.

No Lights in Coach. "From the time we left Washington until the terrible accident occurred," said Mrs. Penn, "there were no lights in the coach."

Other persons in the excursion train corroborated this statement, saying that the conductor was obliged to use a lantern when collecting the tickets.

dent praised the work of the conductor, who tried to do every thing, possible, it was said, to help those who were injured. It was said that he "killed nearly all the occupants of the train, 'is there no able-bodied man here who will help me,' as he endeavored to remove the shattered timbers from off young Wathen's body."

Leslie J. Johnston, 308 Tennessee avenue northeast, who escaped being seriously injured, declared that adequate precautions against accident had not been taken.

Seat Came to Pieces. "I was sitting in the Pullman, riding backward, at 4:30 o'clock a. m. I felt the brakes applied suddenly and unconsciously braced myself. Within a few seconds the train stopped very abruptly, all those who were asleep being awakened and many jarred from their seats. My companion was sitting opposite me, facing forward, and his seat literally 'came to pieces,' both he and the seat sliding down on the floor in front of me."

In describing the facilities for extracting the injured, Mr. Johnston stated: "From all appearances there was no saw or axe to be located on the train. An effort was made to knock out the partition with a mail, this effort proved fruitless as a saw was found, and finally the man was gotten out. Two and one-half hours after the accident the injured were taken to Atlantic City, arriving there about 7:30 o'clock. The wreckage still remained on the track, no wrecking crew having yet arrived at that time."

"All, or nearly all of the cars appeared to be of wood, of the oldest type, and bore the names of nearly as many different railroads as there were cars. In my estimation if these cars had been of steel, all injuries would have been confined to those caused by flying glass. At the time of the impact, the rear train was probably not going more than ten or fifteen miles an hour."

Return Trip a Disgrace. "The return trip was even more of a disgrace to the railroad administration and the Pennsylvania railroad than was the trip going."

Mr. Johnston declared that passengers had to furnish their own light by striking matches, and that there were no toilet facilities on the train, despite the fact that there were from 800 to 1,000 passengers aboard, including many women and children.

A number of those who were in the accident and who were reported injured were able to return to Washington last night without assistance.

Mrs. L. M. Fitzgerald, 1105 P street northwest, employed at the Bureau of War Risk Insurance, was reported to have been injured in the left leg and knee. Mrs. Fitzgerald had not returned to her home today, but it was learned that she was well enough to continue her stay at Atlantic City. She had planned to take a vacation there for two weeks.

Setts at Hospital. George T. Setts, 25 years old, living at 1252 Maryland avenue northeast was reported at the Atlantic City hospital today. His wife, who lives at the above address, is preparing to leave Washington today for Atlantic City.

Cornelius W. Doremus, who was injured, said, "It all happened in a flash. We had slowed up and I was at the water cooler, drinking, when the coaches jolted, throwing me against the iron. The next thing I knew I was on the floor and my head was bleeding. Lights were extinguished, and we could not see."

Thomas Johnson, of Berwyn, Md., was reading a magazine when his coach was struck. "We were all thrown forward," he says. "Judging from the confusion and shouting there is a wonder that more were not hurt. It was necessary to cut a part of the train out, in order to get the seriously injured."

From dark last night until long past 12 o'clock, and even into the early morning hours, Union Station was crowded with thousands of relatives and friends of passengers on the wrecked train. Detective Springman, assigned to the Union Station, aided anxious mothers and wives, seeking information of the smash. When the Atlantic City excursion trains began to arrive, many anxious faces watched the passengers as they passed out of the gates.

The first train arrived soon after 8 o'clock, and at frequent intervals thereafter, more came in.

OTIS W. WATHEN, The only person killed in the wreck. His body was placed by a steel silver as the coach was struck.

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The list of casualties published in The Times relieved the minds of many, to whom had come rumors of wholesale death.

D. C. COPS TO PROTEST
COMMISSIONERS' RULING

The Central Labor Union will meet tonight, and it is expected that the question of the authority of the District Commissioners in forbidding affiliation of the Police Union with the American Federation of Labor will be brought up.

The Police Union, which will meet Thursday night of this week and decide whether to accede to the request of the District Commissioners that the union immediately withdraw all affiliation from the American Federation of Labor.

At this meeting, L. E. Dresser, president of the union, and chairman of the legislative committee, will put the matter squarely before the members. He will tell of his conference with the three Commissioners, and the policy the commission has taken in this matter.

Whether the police will continue affiliation with the Federation will vote for a withdrawal is a matter of speculation. Many members of the union are known to be in favor of continuing as part of the Federation, and defiance of the Commissioners' request.

Bank On No-Strike Clause. The police feel that with the "no-strike" clause in their charter, the Commissioners should let their organization go on unmolested. The Commissioners, while condemning the "no-strike" attitude of the union, openly state they will not permit the present organization to continue in the ranks of the police department. Federation officials today are ready to "back up" the police if they vote to remain with the big labor organization. The Commissioners state that they will take the necessary steps to keep the union from outside labor affiliations.

What the Commissioners mean by "necessary steps" they refuse to disclose. The Commissioners do not believe they will have any difficulty in patrolling Washington in event they find it necessary to discharge all of the policemen for affiliation with the union.

Make Police History Thursday. Thursday's meeting will make history in the police department. Federation officials probably will be on hand to speak to the policemen. Another important issue which may come under discussion in the talk of the Congressional investigation into this union.

The attitude of the police toward the announcement in Congress that the "lobbying" of the union among members of the House and Senate will be the subject of an investigation is unknown.

There are two courses the police can take in event they vote to remain with the federation.

May Take Case To White House. One is to seek the aid of competent lawyers of the federation and make the case a subject for a court decision. The second is to take the case directly to the White House.

In the meanwhile all Washington is looking on to see whether the Board of District Commissioners have the right to tell a policeman he must not join a union that is affiliated with an organization outside of the ranks of his department.

The Commissioners claim that in event of a strike by any union affiliated with the Federation of Labor, the police would be charged, even if the charge is false, with siding with the strikers.

The Commissioners want the Police Department to be independent. If they must have an organization, they say, the organization "must" be entirely in the ranks of the department with no outside connections whatever.

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SECTION TWO.

2 PROBES ON TO FIX BLAME IN N. J. CRASH

Large Number of Injured Due to Use of Wooden Coaches on Excursion Trains.

(Continued from Page One.) In local hospitals today. They are George T. Setts, of 1252 Maryland avenue, Washington, who suffered a fractured hip, and Ralph Townsend, of Camden, N. J., engineer of the train which crashed into the first section as it was standing at Elwood station.

Leaped From Cab. It developed today that Townsend had leaped from his cab a moment before the impact. He escaped with a fractured leg and several broken ribs.

Criticism of the Pennsylvania officials and the Railroad Administration was rife in Atlantic City today. The coaches which made up the train had been recruited from material that should have been condemned, it is said. Further, it was pointed out, if the coaches had been of steel, injuries to passengers, if any had been hurt at all, would have been slight.

Coroner Cunningham this afternoon will impanel a jury which will begin an inquest Thursday afternoon. Two score or more witnesses will be examined.

Engineer Townsend declares there were no signals to indicate that the first section had stopped and that he was not aware of the danger until the crash was imminent. The crew of the first section, however, insist that every precaution had been taken, even to the placing of torpedoes.

First Section Behind Schedule. Passengers aboard the first section declare the condition of the coaches of the first section was a factor contributing to the wreck. These repairs, which compelled stops at several points, caused the engine to fall behind its schedule, they declared.

Persons who were passengers in the coach in which Wathen and his wife were passengers say there was no water in the tanks. The supply gave out soon after the journey began, they said, and had not been replenished.

Wathen was passing from one coach to another and was caught between two coaches, which telescoped.

WRECK TAKES HOLIDAY
SPIRIT FROM CROWD;
MANY RETURN AT ONCE

The wreck of the excursion train at Elwood, N. J., yesterday morning took the holiday spirit from the sea of the thousands of seashore vacationers, who had left the city in a day of pleasure. The majority returned home at the earliest possible moment, waiting in groups for trains.

Long before time for the first train to leave the station was crowded by persons eager to get away.

Y. M. C. A. took charge of the ideal bathing, and the hundreds of Philadelphians at the beach remarked at the quiet groups of persons who had been passengers on the ill-fated train.

FATE HAS RED CROSS
NURSES AT SCENE TO
HELP WRECK VICTIMS

The hand of fate played a part in the misadventure to the injured at Elwood, N. J., Sunday morning. No sooner had the steam and fog cleared from about the ill-fated train than many nurses, wearing Red Cross uniforms, started to render first aid to bruised and bleeding passengers.

One aged woman declared the hand of God had been against her since the train. In fact, Red Cross nurses had been on hand to receive wounded soldiers. As soon as the crash took place, they made their way to the wreck and began to give first aid.

Prompt and efficient service on their part probably saved the lives of several persons, thought to be seriously injured. The Red Cross women went through the coaches before work of clearing the track was begun, ascertaining that all victims had been saved. They then accompanied the injured to a hospital in Atlantic City.

FIRST NEWS OF WRECK
TOLD IN MESSAGES
TO RELATIVES HERE

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